TAKING STOCK

Dear Reader,

when you receive this issue of MTZ, the Frankfurt International Motor Show (IAA) will just have opened its doors. Once again this year the predominant theme will be CO₂. It is now clear that electric powertrains will not replace the internal combustion engine in the foreseeable future. They are more likely to act as a useful complement, in the form either of electric city cars or of the hybridisation and electrification of combustion engines in conventional cars for longer journeys. Industry experts are aware that the final stage in this process involves explaining the strategy in an understandable way to end customers. I am interested to see how this will be achieved at the IAA. Low-cost hybrid solutions with 48-V electrical systems are not yet in volume production and, therefore, are of little interest to end customers. However, I am certain that this will be one of the central subjects for discussion on suppliers' stands.

Of course, there are once again new developments in the field of electric vehicles. The BMW i3 is just one example, but perhaps the one which has made the greatest impact on the general public. If gas engines were to receive this much publicity, we would be much further towards our goal of reducing CO₂ emissions. The other theme of the IAA is driver assistance systems. Currently they are primarily designed to provide additional comfort and safety. However, in future they will have a major impact on the development of powertrains. Predictive powertrain management using sensors in the vehicle itself and car-to-x

communication offers significant potential for reducing fuel consumption and, in future, perhaps cutting costs.

These topics are also of interest to development engineers working on engines that are not destined for use in passenger cars. The IAA offers an opportunity to take stock of what is technically feasible and financially viable throughout the entire automotive industry. It also reflects the overall political and social climate. Many of the subjects discussed at the IAA will eventually have an impact on the developers of commercial vehicle and industrial engines, with the main examples being increasingly strict emissions legislation and CO₂ limits. We at MTZ will be closely monitoring the latest developments in all these areas and providing you with up-to-date information.

Best regards,

Richard Backhaus

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